

BOATS OF INTEREST

Jarrett Bay 32

Little Big Boat

By Capt. Peter B. Wright

The smallest boat I've sea trialed since I came to *Marlin* magazine instantly became one of my favorites. Jarrett Bay put a Cummins diesel and a jackshaft into its 32-foot, semi-custom walkaround and the results are sweet!

This 32 represents a bit

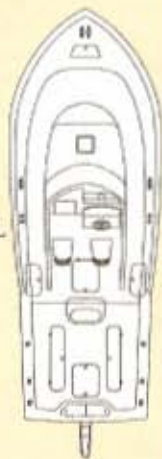
of a departure for Jarrett Bay since it's built almost entirely of foam and fiberglass composites with a solid glass hull. Jarrett Bay also constructs the hardtop, cabin, decks and interior from very strong, light-weight composites.

Since *Marlin* doesn't run

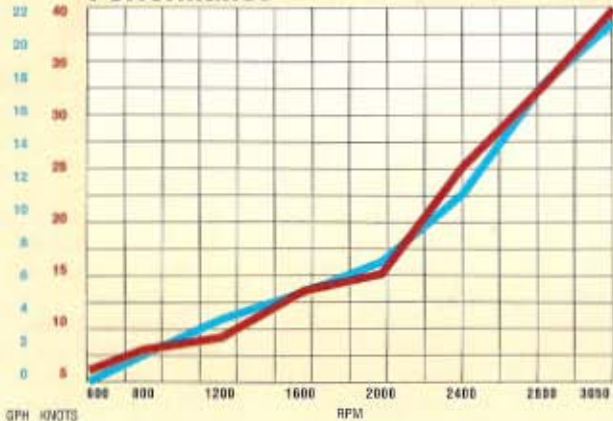
SPECIFICATIONS

LOA	32'
BEAM	11'2"
DRAFT	15"
WEIGHT	8,700 pounds
FUEL	210 gallons
WATER	55 gallons
POWER	425 hp Cummins QSB 5.9L
BASE PRICE	\$252,000

Jarrett Bay
Beaufort, North Carolina
252-728-2690
www.jarrettbayachtsales.com



Performance



boat reviews on outboard-powered boats, I missed the first 22 versions of the 32. And I'm sorry I did because these are pretty little boats. From the side, she boasts a lovely broken sheer line and etches one clean line from her raked bow to the aft end of her hard-topped wheelhouse. You don't even notice the cabin top concealed behind the hull side unless you look closely. From ahead, or astern, the Carolina flare really stands out, and if she is out of the water, you'll notice the nice depth at the forefoot of her hull, which accounts for her soft head-sea ride. Only from the front or back do you become aware that her house doesn't reach her full beam and that she is a true walkaround.

The bow flare not only gives her the dry ride shared by her larger sisters, but it also frees up a good amount of space for the walkaround deck.

Walkarounds allow multiple anglers to fish several rods and also let anglers hooked up to a big fish on stand-up tackle move to the bow and fight the fish more effectively. This means you can leave the baits out in the spread while the angler fights the fish, giving you a shot at multiple hookups. (The very best skippers of bigger twin-screwed boats use this tactic with conventional convertible layouts.)

With her shallow draft and the walkaround layout, the Jarrett Bay 32 also represents a highly efficient inshore boat for fishing bays and estuaries. I even suggested that at least half a dozen people could drift, on gentle evenings, side to the wind, in the shallows, gigging flounders in the Carolinas or hoop-netting Florida lobsters in the Keys. Both diversions provide huge amounts of family



fun, especially with small children aboard.

The sterndrive's shallow draft opens up the possibility of using shallow, sandy inlets where conventional inboards dare not go. Places that provide access to relatively untouched fishing grounds, like Drum Inlet in North Carolina, come to mind. And, in the Florida Keys, where many owners of diesel boats own waterfront homes and have to wait for high tide to get



into their slips, this 32's shallow draft would be a huge advantage.

It's a given that only a handful of boat owners can comfortably handle a conventional, single-screw inboard. For sales to the general public, the most successful single diesel sport-fishermen have usually come with an outdrive.

However, Jarrett Bay's sterndrive is not your normal lakeside unit. The Konrad sterndrive is rated

at over 700 foot-pounds of torque and driven by a 425 hp Cummins, common-rail diesel. A burly Twin Disc MG 5075 marine gearbox transfers the power to a jackshaft. Since the MG 5075 already comes with forward and reverse gears, there's no need for the sketchy gear-shifting mechanisms that give outdrives a bad name.

The jackshaft does not rotate when in neutral, eliminating an annoying

source of noise found on lesser outdrives. The Glendinning electronic controls provide responsive and effortless shifting.

Performance

The resulting maneuverability in docking and fish-fighting situations is beyond outstanding. In ability to maneuver, jet drives and the

diesel outdrive is exceptionally clean up to trolling speed, and the boat can turn and spin so fast in both forward and reverse that it almost seems to turn inside out! Hang on tight if you go for a test ride and the driver says he's going to make a hard turn!

The minimum speed at dead idle was 5.5 mph, but the controls are designed to allow for the addition of a



new 'pod' drives are the only systems that can begin to compare with this stern-drive, and each of them suffers from either draft restriction or excessive wash at lure-trolling speed. The wake on the new Jarrett Bay

trolling valve to the Twin Disc box, which would then allow live-bait anglers to creep along as slowly as needed.

The boat comes out of the hole quickly — hang on again — and smoothly.

RYBOVICH 54

For the most part, I've never been a big fan of express-style boats over 35 feet in length. They become awkward to fish, unless the skipper stays in the tower all the time; besides, there is a lot less usable boat than in a convertible model with the same hull.

But all that changed as soon as I saw the new 54-foot Express Lizzy Bee from Rybovich. Mike Rybovich's innovative and functional new layout has redefined the standard "express" boat forever! Not only did I like what I saw, I would like it even more with a tower (and maybe a small flybridge). As an added bonus, the new design is as beautiful as it is functional, and you still find the same attention to detail that you'd expect on a Rybovich.

The large cockpit means business, perfectly designed and laid out with gorgeous teak decks and covering boards.

The engine room is nothing less than superb. The spacious room provides great access all around the big MAN diesels. This would be essential with the MANs because of the way the factory sets up lube oil filters. "Upside down" would be my description of the filter setup. It will require some careful use of a plastic bag to keep dirty, black oil from dripping onto the gleaming Rybovich finish found on all engine-room surfaces.

The oil change manifold is very well-organized and labeled. The fuel tank selectors sport gleaming, chromed-bronze handles that operate dual valves, allowing a single motion to send both feed and return fuel into forward or aft tanks.

The genset sits on tracks along the inboard engine stringers, allowing easy service or repairs all around the unit. Captains will love this boat for her ease of preventative maintenance.

A real glass (not plastic) windshield connecting to the hardtop is as leakproof as any enclosed flybridge helm or interior helm. It offers both a good view of the fighting chair and excellent vision ahead — even while accelerating out of the hole.

At 3,050 rpm she topped out at 40 mph burning 22.2 gallons per hour — an efficient 1.78 miles per gallon. At 2,200 rpm she cruised at 26.2 mph burning a mere 10 gallons of diesel per hour for more than 2 miles per gallon. Now that's what I would call safe and efficient diesel propulsion for blue-water angling!

The 32 did get a bit of splash onto the transom when going in reverse that was absent on the outboard version; also, the outdrive unit does protrude slightly past the

transom. However, both of these minor flaws can be solved with a small stainless-steel line guard and/or a mini swim platform around or over the stern-drive unit and propeller. This would protect the fishing line from hanging up when a pinwheeling tuna comes across the transom and would also keep the transom dry in reverse.

Cockpit

In this boat, I would not hesitate to fish for the biggest marlin or tuna with



There is no companionway forward of the trunk cabin. The master and guest staterooms share a common fore and aft bulkhead that is offset to starboard, leaving a lovely guestroom and truly sumptuous master, both with private head and shower. (There is a day head with a pull out hand basin showerhead just forward of the step down from the helm deck.) Judicious use of Japanese-style "Soji" screens allows soft natural light to enter both elegant staterooms through hidden port lights.

With his new 54 Express, Mike Rybovich radically improved the functionality of the express boat, and did so with fine woodwork, engineering, and the class that one has historically expected from a Rybovich.

— Capt. Peter B. Wright

A classic helm pod with single-lever controls sports Release Marine shift levers with integral bow thruster buttons. When docking in tight quarters, even with the wind and tide working against you, this boat makes her operator look good!

Designed for a comfortable, social experience, the express deck offers two companion helm seats with the starboard one sporting a reversible backrest. This makes it a premier angler's seat with a great view of the baits and still allows the angler to participate in all conversations among the group.

A flat-panel TV drops down from the overhead so guests on the two L-shaped lounge seats can watch the baits or keep up with sports or news events via satellite.

In the salon, the trunk cabin allows almost seven feet of headroom. The woodwork in the interior reassures the Rybovich fan that "a Rybovich is back in charge at Rybovich."

SPECIFICATIONS

LOA	53'10"
BEAM	16'
DRAFT	4'4"
WEIGHT	41,000 pounds
FUEL	1,000 gallons
WATER	250 gallons
POWER	T 900 hp MAN V8 CRM
BASE PRICE	Price on request

Rybovich
West Palm Beach, Florida
561-844-1800
www.rybovich.com



JARRETT BAY 32

curved-butt, 130-pound-class tackle from a full-sized fighting chair.

In the spacious cockpit, Jarrett Bay installed a small Pompanette Swordfish/Tuna chair, which uses a "speed bump" foot matt and does not require a full-sized footrest. With an eye on the weather, I felt ready to compete with anyone on any-sized fish with this setup! We could easily clear the corners and out-drive and still maintain more than 50 pounds of drag!



The cockpit sports a Carolina-style fish box/livewell in the transom and two large below deck fish boxes. A central deck hatch offers access to fuel valves, jackshaft, bilge pump, and hydraulics for the power-assisted steering. The oil filters and Sepa fuel filters are positioned for ease of service.

The entire helm deck lifts up to reveal an amazingly easy to service, well laid out engine room. Twelve-volt fans provide both intake and exhaust air with a Delta T system.

There are four fuel tanks plumbed in pairs into one virtual tank forward and one virtual tank aft. For added safety, Jarrett Bay coats the aluminum tanks with tar epoxy.

Jarrett Bay wires all electrical devices with Deutsch connectors that can withstand being submerged in three feet of water.

The step down to the V-berth area, which lies under a trunk cabin forward of the helm, provides ample storage underneath.

The V-berth folds over to provide easy access to the holding tank and a bypass for the marine toilet.

The only thing I would like to add is a small tuna tower for increased visibility both when fishing and navigating shallow water.

This sweet, pocket sport-fisherman fills the niche of an affordable, efficient, single-screw diesel that can compete with the big boys on the fishing grounds. It is truly a big, offshore sport-fisherman wrapped up in a neat, little package. —END

ON THE DRAWING BOARD

Roscioli R-73

The newest addition to Roscioli International's venerable custom fleet — the R-73 Sport Fisher — makes its debut this summer. In keeping with current design trends, Roscioli incorporated the owner's desire for a sizable mezzanine deck in the cockpit to comfortably accommodate more guests on deck while fishing and cruising.

But some things in the Roscioli philosophy never change: unsurpassed seaworthiness, magnificent entertainment systems, seamless walls of polished hardwood with no visible fasteners, imported leathers and rich fabrics, impeccably bundled and run electric wiring, glistening white engine rooms with stainless-steel highlights and a well-thought-out flybridge just skim the surface of Roscioli's standard amenities.

Roscioli's "full-lift" running surface uses solid

CAISON 55

Although no one is really asking, Donny Caison represents my latest pick as the next rising star in the boatbuilding world. After recently meeting him for the first time, I came away extremely impressed by both his boats and the route he took to attain his present position.

I think that there are two major pathways to success in the boatbuilding world. One is more of a genealogical approach: men who worked for top boatbuilders decide to branch out on their own and use the crafts they learned from wise, older men.

Caison comes from the other group: men who decide to build a boat for themselves, get an offer to sell it that they can't refuse, and wind up in the boatbuilding business. These men only rarely learn to design and loft their own boats. They more commonly employ naval architects and specialist firms to supply pre-cut jigs for cold-molded wooden boats.

When I asked Caison who designed the hull of a 40-foot boat under construction, he replied, "I did." It was the same when I asked who lofted it out, "I did."

"How did you learn to do that?" I asked. These are highly technical skills many modern builders never learn!

"I read all the books," he replied quietly. I was extremely impressed. Caison had no boatbuilding genealogy and was self-taught, but he had already built several lovely, functional boats, picking up a wealth of knowledge about composites and plastics along the way.

His latest offering, *Two High*, owned by Robert and Mary High, is one of the most gorgeous and functional 55-foot sport-fishers I've seen in a long time. I loved her sleek, broken sheer line that, in a photo of a boat lacking a varnished toe rail, actually fooled me into thinking she had an altogether different, unbroken, sheer.

High told me that, "The entire experience from concept through construction — and continuing now in service and maintenance — has actually been a pleasure. Donny never abandons you." Only a few of the best builders get such praise.

I started my tour of *Two High* in the engine room where



a pair of my favorite gear boxes (Quick Shifts from Twin Disc) sat on the back of a pair of C-18 Cats. Oil and fuel filters were placed close to hand, inboard of the engines for easy oil changes.

Caison showed me the Groco Safety Sea Cocks located on the raw water intakes on the main engines. Turning the raw water intakes to the off position allows the operator to remove a locking device and then remove a plug in the side of the casting for emergency induction bilge pumping (sometimes called "crash pumping"). I demand this feature on all boats I am involved in and it has saved us a couple of